

Patent Claims:

1. A hydraulic vehicle brake, in particular for motor vehicles, including a brake housing (1) in which a hydraulic working pressure chamber (7) is delimited by a brake piston (6), wherein the brake piston (6), in the applied condition, can be locked by means of a locking device, locking thereof being allowed by a relative movement of a force-transmitting element (2), wherein an energy accumulator (10) cooperating with the brake piston (6) is provided, which is comprised of a lockable accumulator pressure chamber (9), an accumulator piston (11) delimiting the accumulator pressure chamber (9), and at least one spring element (12) being supported on the accumulator piston (11),
characterized in that the force-transmitting element (2) can be entrained by the accumulator piston (11) in a direction opposite to the direction of application of the brake piston (6) and can be arrested by an electromagnetic or an electromechanical actuator (3, 33) so that a relative movement between the force-transmitting element (2) and the accumulator piston (11) is rendered possible.
2. Hydraulic vehicle brake as claimed in claim 1,
characterized in that a stepped bore (13) accommodating the force-transmitting element (2) is provided in the accumulator piston (11).
3. Hydraulic vehicle brake as claimed in claim 2,
characterized in that the force-transmitting element (2) has an axial collar (4) which is supported at

the transition of the different diameters of the stepped bore (13).

4. Hydraulic vehicle brake as claimed in any one of claims 1 to 3,
characterized in that the locking device is a threaded-nut/spindle assembly (14), the threaded nut (15) thereof being supported on the brake piston (6) or being integrally designed with the brake piston (6), while the spindle (16) includes a first friction surface (17) cooperating, in the locked condition, with a second friction surface (18) that is arranged in a non-rotatable manner at the accumulator piston (11).
5. Hydraulic vehicle brake as claimed in claim 4,
characterized in that the force-transmitting element (2) forms a central bearing (21) for the spindle (16).
6. Hydraulic vehicle brake as claimed in claim 3,
characterized in that there is provision of another spring element (22) that moves the collar (4) of the force-transmitting element (2) into abutment at the transition of the different diameters of the stepped bore (13).
7. Hydraulic vehicle brake as claimed in any one of the preceding claims,
characterized in that the electromagnetic actuator (3) cooperates with an armature plate (23) being in a force-transmitting connection with the force-transmitting element (2).

8. Hydraulic vehicle brake as claimed in claim 7,
characterized in that the coil (25) of the
electromagnetic actuator (3) performs the function of a
sensor for detecting the position of the armature plate
(23).
9. Hydraulic vehicle brake as claimed in any one of claims 1 to
5,
characterized in that the electromechanical
actuator (33) performs the function of a sensor for
detecting the position of the force-transmitting element
(2).
10. Hydraulic vehicle brake as claimed in claim 9,
characterized in that the force-transmitting
element (2) is connected to the accumulator piston (11) by
way of a preferably self-locking thread (35).
11. Hydraulic vehicle brake as claimed in claim 9 or 10,
characterized in that the electromechanical
actuator (33) exercises a relative movement, which is
independent of its position, between the accumulator piston
(11) and the force-transmitting element (2) by way of a
preferably self-locking thread (35) and an adaptive
connection (32).
12. Hydraulic vehicle brake as claimed in any one of the
preceding claims,
characterized in that the hydraulic
accumulator pressure chamber (9) can be closed by means of
an electrically operable valve (24).

13. Hydraulic vehicle brake as claimed in any one of the preceding claims,
characterized in that the pressure buildup is executed both in the working pressure chamber (7) and in the accumulator pressure chamber (9) by means of a hydraulic pump which is preferably used as an independent-pressure source of an electrohydraulic brake system.

14. Hydraulic vehicle brake as claimed in any one of claims 1 to 12,
characterized in that pressure is built up both in the working pressure chamber (7) and in the accumulator pressure chamber (9) by means of a pressure generator that can be actuated by the driver.